

To: Chairperson and Authority Members **Date:** March 8, 2002

From: Mehdi Morshed, Executive Director

Subject: Agenda Item 8 – Capitol Corridor Improvements Update

Discussion:

The Authority has determined that for high-speed train service on the East Bay (between San Jose Diridon Station and Oakland), the alignment used by the “Capitol” intercity passenger service (Hayward/Niles/Mulford rail lines) should be further evaluated. This alignment provides low capital costs, the greatest opportunity for connectivity, and potential partnership/incremental improvements with the existing Capitol Rail Service. Future investigation of this alternative will include focusing on potential engineering solutions to increase speed between the Niles Junction and the Mulford Line and further discussions with the Capitol Rail Service regarding the possibility for shared use of passenger tracks on this alignment.

Intercity passenger rail service started on The Capitol Corridor in 1991. This corridor extends 169-miles from Auburn to San Jose (about 134-miles between Sacramento and San Jose). On July 1, 1998 the management of The Capitol Corridor train and feeder bus system was transferred from Caltrans to the Capitol Corridor Joint Powers Authority (CCJPA). Amtrak West operates and supports the trains, and BART provides the day-to-day management support to the CCJPA. The right-of-way is almost completely owned by the Union Pacific Railroad. According to the Department of Transportation’s State Rail Plan, between San Jose Diridon Station and Oakland – Jack London Square (about 40-miles), Capitol train running times vary between 63 and 85 minutes. Between Oakland and Sacramento, scheduled train running times vary from 1 hour 55 minutes to 2 hours 10 minutes. The Capitol Rail Service currently has nine daily round trips.

Eugene Skoropowski, Executive Director for the CCJPA will present an update on current and future Capitol Corridor improvement projects.

Attached are excerpts taken from the Capitol Corridor website in regards to this intercity passenger service and the CCJPA’s current business plan.